

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐  
no ☒

Property Name: Jennings Brothers Railroad Inventory Number: G-I-A-226  
 Address: 1,000 ft section east of the Casselman River Historic district: ☐ yes ☒ no  
 City: Grantsville vicinity Zip Code: 21536 County: Garrett  
 USGS Quadrangle(s): Avilton  
 Property Owner: Albert P. Yoder Family Trust Tax Account ID Number: 14012045000  
 Tax Map Parcel Number(s): 14 Tax Map Number: 03  
 Project: U.S. 219 Improvements, Meyersdale (Pa.) to I-68 Agency: FHWA, SHA  
 Agency Prepared By: Heberling Associates for SHA  
 Preparer's Name: William Hunter Date Prepared: 6/15/2005  
 Documentation is presented in: W.M. Hunter 2003 [2005] Historic Structures Survey/Determination of Eligibility Report, U.S. 219 Improvements Project. Prepared for the FHWA and SHA by Heberling Associates, Inc.  
 Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended  
 Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
 Name of the District/Property: \_\_\_\_\_  
 Inventory Number: \_\_\_\_\_ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no  
 Site visit by MHT Staf ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

**Description of Property and Justification:** *(Please attach map and photo)*

The Jennings Brothers Railroad, alternately known as the Northern Maryland and Tidewater Railroad and as the Casselman River Railroad, was an important agent of landscape change in the region during its operation between 1902 and 1959. The 1,000-foot long section, located on the east bank of the Casselman River in Maryland, includes the rail bed and a collapsed rough sandstone culvert. In general, the rail bed is excavated into the gentle eastern slope of Chestnut Ridge, above the Casselman River floodplain. Though we cannot speak to the condition of the railroad remnant outside of the study area, we suggest that it unifies many specific elements along its entire line, including factories, mines, short line railroads, and other related structures such as culverts and sidings.

The Jennings Brothers' company extended standard-gauge rail service south along the Casselman valley into Maryland from 1900 to 1902. In 1902, work was completed on an eight-mile standard gauge line that ran to the company mill at Jennings. The railroad linked the upper river valley to the Baltimore and Ohio system via Worth Junction and the Salisbury Branch Railroad in Pennsylvania. By 1918, the Jennings Brothers saw their rate of profit slipping, and sold off their real estate and fixed capital, including the railroad line. The railroad soon became primarily a coal railroad drawing from Maryland mines. The Jennings

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☒ Eligibility not recommended ☐  
 Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

**MHT Comments:**

John J. [Signature]  
 Reviewer, Office of Preservation Services  
[Signature]  
 Reviewer, National Register Program

8/29/05  
 Date  
9/13/05  
 Date

200502118

Brothers Railroad was later known by the ambitious name of the Northern Maryland and Tidewater Railroad, and as the Casselman River Railroad. The closing of the Casselman River Railroad in 1959 marked the definitive end of the timber-railroad era.

The Jennings Brothers Railroad line is significant in the areas of transportation, timbering, coal and gravel mining, rural industry and engineering. The specific circumstance of the Jennings Brothers' entry into this market, the creation of their company town of Jennings, and the use of the line as an industrial products and coal carrier are all-important aspects of the history. Based on our examination of the small section in Maryland (and a section in Pennsylvania), we conclude that though lacking original materials, and hampered by alteration to the design, the rail bed and its related elements continue to express its historical associations, though not in a manner necessary for consideration under National Register Criterion C. Further, the impermanent nature of the railroad and the brothers' long history in the timberlands of north Pennsylvania suggests that this property does not best represent the productive lives of the Jennings Brothers and is not eligible for the National Register under Criterion B. However, the location, setting and feeling of the remnant overcome the alterations to allow the line and its associated elements to be considered eligible for inclusion on the National Register of Historic Places under Criterion A (Twentieth Century Transportation c.1900-1950). The resource includes the rail bed, drainage trough, and base structure, including the minor culvert. The historic property boundary for the 1,000 ft. section within the APE in Maryland is the 1902 railroad right-of-way and all elements contained within. This property was not evaluated under Criterion D because it is unlikely to yield any further information important to our past.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   \_\_\_ A   \_\_\_ B   \_\_\_ C   \_\_\_ D   Considerations:   \_\_\_ A   \_\_\_ B   \_\_\_ C   \_\_\_ D   \_\_\_ E   \_\_\_ F   \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

G-I-A-226

Jennings Brother Railroad

1902

East Bank of the Casselman River

Grantsville Vicinity

Private

The Jennings Brothers Railroad, alternately known as the Northern Maryland and Tidewater Railroad and as the Casselman River Railroad, was an important agent of landscape change in the region during its operation between 1902 and 1959. The 1,000-foot long section, located on the east bank of the Casselman River in Maryland, includes the rail bed and a collapsed rough sandstone culvert. The Jennings Brothers' company extended standard-gauge rail service south along the Casselman valley into Maryland from 1900 to 1902. In 1902, work was completed on an eight-mile standard gauge line. The Jennings Brothers Railroad line is significant in the areas of transportation, timbering, coal and gravel mining, rural industry and engineering. The specific circumstance of the Jennings Brothers' entry into this market, the creation of their company town of Jennings, and the use of the line as an industrial products and coal carrier are all-important aspects of the history. Based on our examination of the small section in Maryland (and a section in Pennsylvania), the rail bed and its related elements continue to express its historical associations. The location, setting and feeling, overcome the alterations to allow the line and its associated elements to be considered eligible for inclusion on the National Register of Historic Places (Criterion A: Twentieth Century Transportation c.1900-1950).

Inventory No. G-I-A-226

## 7. Description

Inventory No. G-I-A-226

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input checked="" type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

The Jennings Brothers Railroad, alternately known as the Northern Maryland and Tidewater Railroad and as the Casselman River Railroad, was an important agent of landscape change in the region during its operation between 1902 and 1959. The railroad corridor, a small portion of which is located within the U.S. 219 Improvements Project refined APE, links several individual elements to form a linear historic resource in both Pennsylvania and Maryland. The 1,000-foot long section, located on the east bank of the Casselman River in Maryland, includes the rail bed and a collapsed rough sandstone culvert.

Considering its thirty-five year abandonment, the rail bed is clear and in excellent condition, given that most of the ties and rails have been removed. The rail bed serves as an internal circulation route for area farmers, linking several of the Amish farms in the valley. Only a fraction of the 12-mile long railroad, the small section in our study area appears to adequately represent the general condition of the larger railroad remnant.

In general, the rail bed is excavated into the gentle eastern slope of Chestnut Ridge, above the Casselman River floodplain. The rail bed is built of stone, earth, gravel and cinder, and is generally 12.5 feet wide (Photos 1 and 2). A shallow drainage trough, approximately three feet wide, parallels the bed on the up-slope. The bed is raised approximately 3 to 5 feet on the down slope, the base structure of the bed extending 8.5 feet from the edge of the bed surface.

The rail bed is notable for its conformity with the hill slope. At an intermittent drainage course, a rough sandstone culvert supports the rail bed; the culvert has collapsed, but still functions (Photos 3 and 4). There are no ties or rails set into the rail bed on the two subject sections, though piles of ties and rails are seen along the route. There are no water tanks, tipples, or semaphores along the section. We did not locate any short line or tram junctions within the subject section.

The resource includes the rail bed, drainage trough, and base structure, including the minor culvert. Though we cannot speak to the condition of the railroad remnant outside of the study area, we suggest that it unifies many specific elements along its entire line, including factories, mines, short line railroads, and other related structures such as culverts and sidings. The Baltimore and Ohio Railroad own the right-of-way in Pennsylvania, and in Maryland, the right-of-way has reverted to the landowners. In Maryland, our survey was limited to a single section within the refined APE.

## 8. Significance

Inventory No. G-I-A-226

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

<b>Specific dates</b>	1902 to 1959	<b>Architect/Builder</b>
<b>Construction dates</b>	1900 to 1902	

Evaluation for:

☒ National Register      ☐ Maryland Register      ☐ not evaluated

The location of transportation routes and facilities were often a determining factor in the level of economic development, and the degree of integration into a global economic system. Prior to the construction of the railroad, timbering in the region "... was a small scale, family oriented industry, chiefly concerned with providing building materials for local markets" (Schlosnagle 1978:264). Not until the cost-effective adoption of large scale milling machinery, transport, and trams did timbering assume its most effective and environmentally consequential form. At the turn of the century, a lack of transport led to the creation of an effective forest reserve that drew capital and expertise from established lumbering operations (Kline 1976:51).

In 1900, Cord H. and Worth B. Jennings moved to Garrett County, Maryland from Sullivan County, Pennsylvania to establish a fully integrated timbering operation in the Casselman Valley. Drawing on their experience in the northern tier of Pennsylvania, the enterprising duo modernized timber extraction in the Casselman watershed through the construction of a sprawling mill facility and its attendant social and physical infrastructure. Hoping to benefit from the further expansion of the Baltimore and Ohio system, the brothers were frozen out of the regional timber market by its termination at Niverton. The brothers formed their own rail company in 1898, supported by the Meadow Mountain and Maust coal companies and, in all likelihood, the Baltimore and Ohio Railroad (Schlosnagle 1978).

The Jennings Brothers' company extended standard-gauge rail service south along the Casselman Valley into Maryland from 1900 to 1902. In 1902, work was completed on an eight-mile standard gauge line that ran through the western edge of the U.S. 219 Improvements study area from the company mill at Jennings (Kline 1973:1338). The railroad linked the upper river valley to the Baltimore and Ohio system via Worth Junction and the Salisbury Branch Railroad in Pennsylvania. The extension of the rail service to the Jennings' principal mill, and the web of feeder lines ascending Negro and Meadow mountains, intensified logging (Kline 1976:51-53).

Construction of the railroad resulted in spatial reordering along its line. The expansion of the railroad system had a dramatic impact on the economic life and efficiently connected what once was an isolated agricultural economy to a much broader world market, opening the area to large-scale investment and resource extraction. The influx of cash money through the sale of mineral rights, right-of-way and timber rights often allowed area farmers to invest in their homes or operations, so the evidence of this investment can be seen within the broad landscape on artifacts as mundane as a farmhouse or as dramatic as a rail spur. Nearly all aspects of life were transformed by the rise of the coal and lumber economy.

Depletion of marketable timber resulted in the decline of logging within the study area, marked by the closing of the Jennings sawmill in 1912 (Kline 1973:1338). By 1918, the Jennings Brothers saw their rate of profit slipping, and sold off their real estate and fixed capital, including the railroad line, to search for new opportunities as "the depletion of the once large-stock of desirable wood ... reduced the value of this industry" (Kline 1976:55; WPA 1938:6). The railroad soon became primarily a coal railroad drawing from Maryland mines. The Jennings Brothers Railroad was later known by the ambitious name of the Northern Maryland and Tidewater Railroad, and as the Casselman River Railroad. The closing of the Casselman River Railroad in 1959 marked the definitive end of the timber-railroad era.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. G-I-A-<sup>226</sup>~~211~~

Name Braddock's Road  
**Continuation Sheet**

Number 8 Page 1

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The Jennings Brothers Railroad line is significant in the areas of transportation, timbering, coal and gravel mining, rural industry and engineering. The specific circumstance of the Jennings Brothers' entry into this market, the creation of their company town of Jennings, and the use of the line as an industrial products and coal carrier are all-important aspects of the history. The question is whether the remnant, stripped of its ties and rails, can continue to convey its significance.

## 9. Major Bibliographical References

Inventory No. G-I-A-226

Besley, F.W. 1913. *Map of Garrett County, Maryland*. Board of Forestry, Annapolis, Md. Garrett County Tax and Deed Records. Kline, B. F. G. 1973. "Steamwinders" in *the Laurel Highlands: The Logging Railroads of South-Western Pennsylvania*. Railroad Museum of Pennsylvania, Strasburg, Pa. and 1976. *Tall Pines and Winding Rivers: The Logging Railroads of Maryland*. B.F. Kline, Lancaster, Pa. McLennan, J. 1973. 1949 *Topographic Map of Garrett County*, Maryland Geological Survey, Annapolis, Md. Schlosnagle, S. 1978. *Garrett County, A History of Maryland's Tableland*. McClain Printing Co. Parsons, WVa. USGS. 1904. 15' Topographic Map, *Grantsville Quadrangle*. USGS, Washington, D.C. Ware, D.M. 1984. *Green Glades & Sooty Gob Piles*. Maryland Historical Trust, Crownsville, Md. Whitney, M. 1927. *Map of Garrett County Showing the Agricultural Soils*. Maryland Geological Survey, Annapolis, Md. WPA. 1938. *Inventory of the County and Town Archives of Maryland: No. 11 Garrett County (Oakland)*. The Historical Records Survey, Baltimore, Md.

## 10. Geographical Data

Acreeage of surveyed property > 1 acre

Acreeage of historical setting

Quadrangle name Avilton MD.-PA.

Quadrangle scale: 1:24,000

### Verbal boundary description and justification

The resource includes the rail bed, drainage trough, and base structure, including the minor culvert. The historic property boundary for the 1,000-foot section within the APE in Maryland is the 1902 railroad right-of-way and all elements contained within.

## 11. Form Prepared by

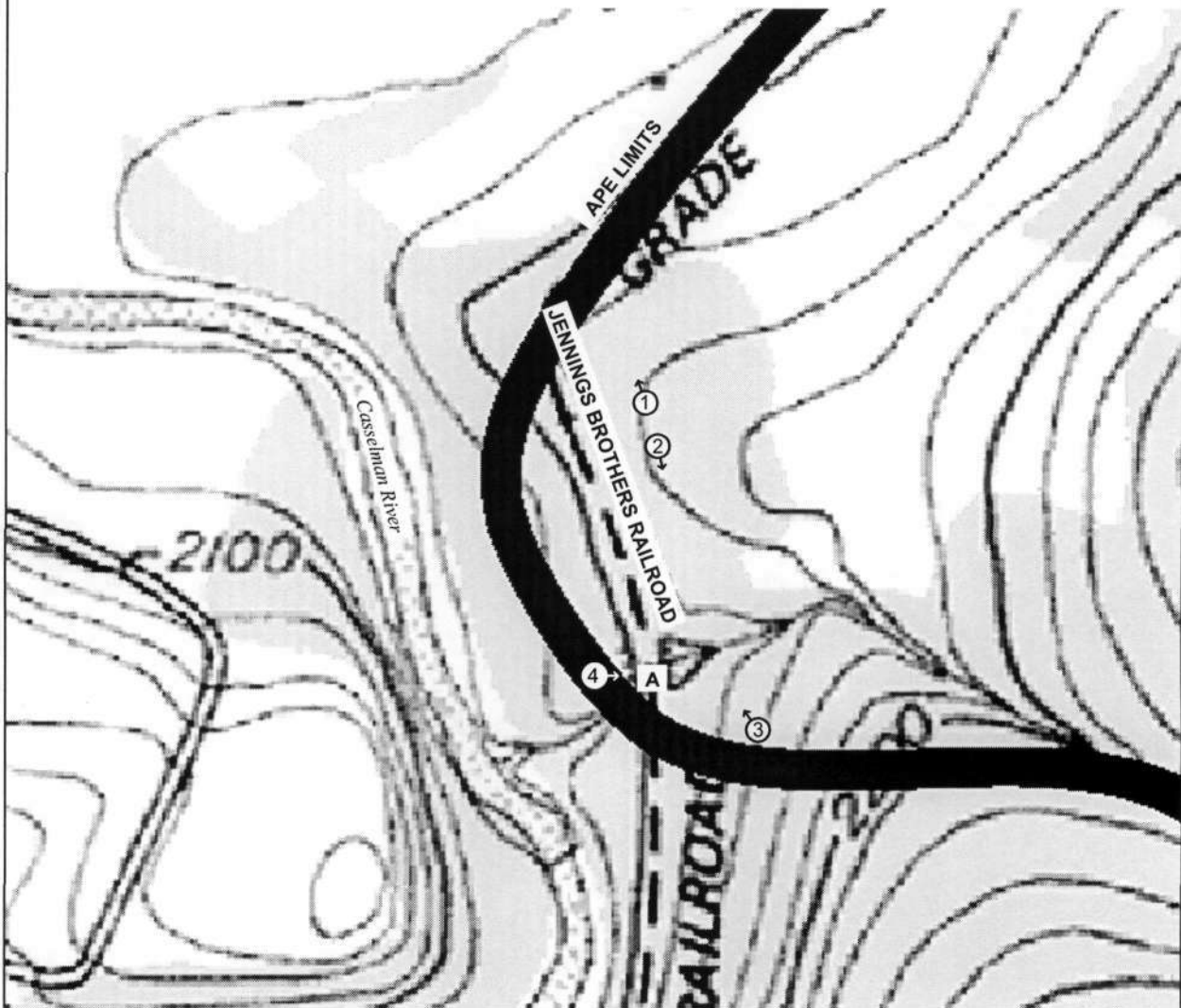
name/title	William M. Hunter		
organization	Heberling Associates, Inc.	date	May 2004, June 2005
street & number	904 Main Street	telephone	(814) 669-1280
city or town	Alexandria	state	PA 16611

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

**JENNINGS BROTHERS RAILROAD**  
(G-I-A-226)



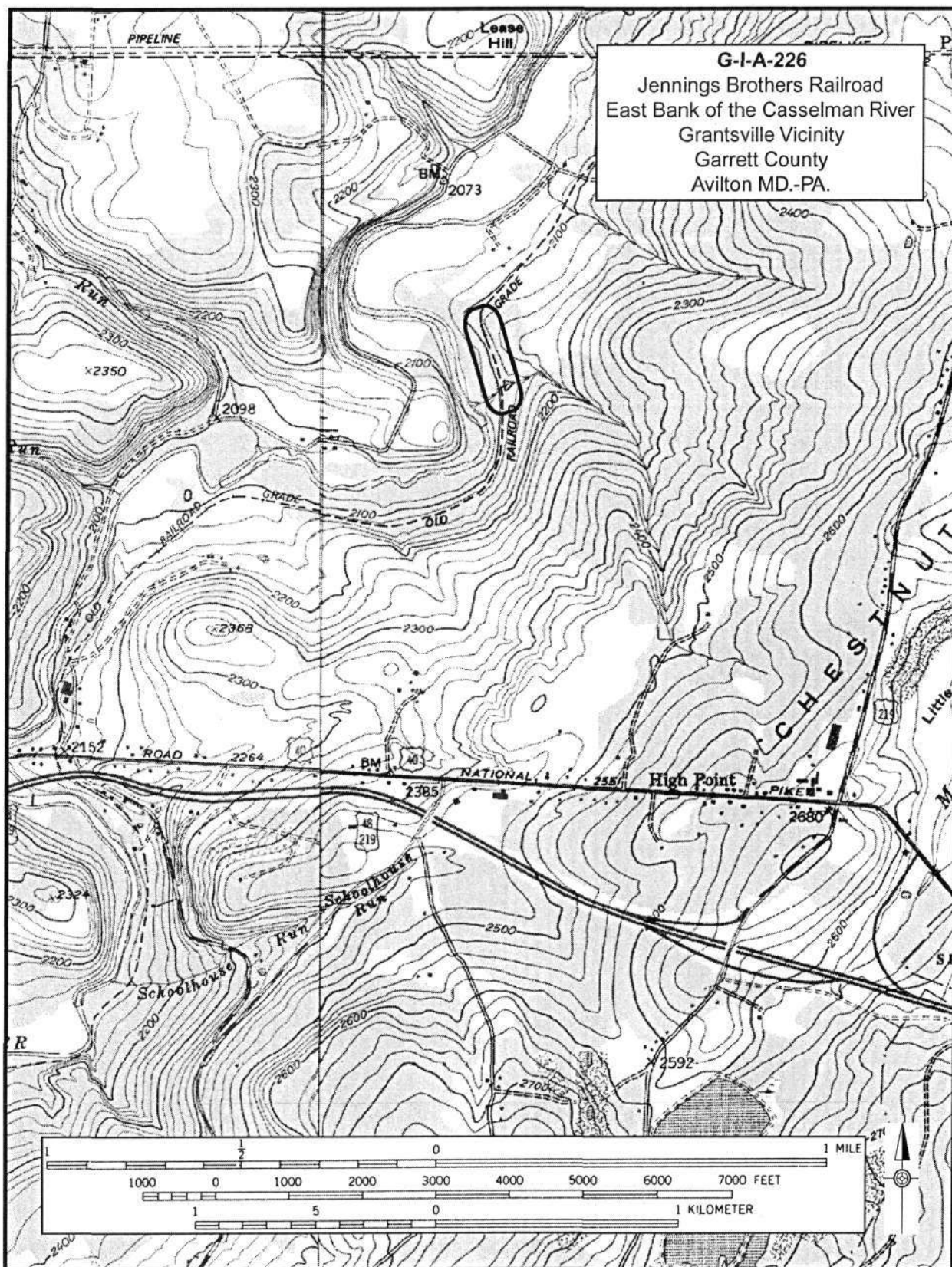
**KEY**

A. Collapsed Culvert



SCALE IN FEET  
250 125 0 250

Site Plan and Photo Key





G-1-A-286 (Jennings Brothers Railroad)  
Garrett County, Maryland  
Heberling Associates, Inc. (August 2003)  
View of Rail Bed, facing North  
Photo 1 of 4



G-1-A-286 (Jennings Brothers Railroad)  
Garrett County, Maryland  
Heberling Associates, Inc. (August 2003)  
View of Rail Bed and Culvert, Facing South  
Photo 2 of 4



G-1-A-886 (Jennings Brothers Railroad)  
Garrett County, Maryland  
Heberling Associates, Inc. (August 2003)  
View of Rail Bed, facing North  
Photo 3 of 4

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DURCH COPYRICH



G-1-A-226 (JENNINGS BROTHERS RAILROAD)

GARRET COUNTY, MARYLAND

HEBERLING ASSOCIATES, INC. (AUGUST 200?)

VIEW OF COLLAPSED CULVERT, FACING EAST

Photo 4 of 4